volume 4 MAR—APR 1962 number 2

THRUST

VOL. 4 MAR-APR 1962 PAGE 2

THE OFFICIAL EMPLOYEE PUBLICATION OF THE EASTERN REGION, FEDERAL AVIATION AGENCY. HEADQUARTERS: FEDERAL BUILDING, NEW YORK INTERNATIONAL AIRPORT.

ASSISTANT ADMINISTRATOR
Oscar Bakke

DEPUTY ASSISTANT ADMINISTRATOR
Wayne Hendershot

SPECIAL ASSISTANT FOR COMMUNITY RELATIONS
Stanley W. Bobskill

PUBLIC AFFAIRS OFFICER & EDITOR
Robert L. Fulton

ASSOCIATE EDITOR
James R. Ean

photography
Joseph Gyimoty

art
Michael D. Bellezza

printing
Thomas J. Travaglini

REPORTERS

DICK GALE
FRANK HELLER
EILEEN HUSSEY
DONNA LEWANDOWSKI
MARGUERITA MCLEAN
FELICIA ORIOLES
HARRY ROSENTHAL
GRACE SABATO
HOWARD SIMCOX
ESTHER SULZER
CHESTER TALIX
BERNARD UNGER

EDITORIAL

MITCHEL FIELD LOST TO AVIATION

Eastern Region's final recommendations concerning Mitchel Field were forwarded to Washington, and on March 7, 1962, Administrator Najeeb E. Halaby, in a letter to GSA Administrator, Bernard L. Boutin, proposed three alternative plans for its disposition.

Administrator Halaby urged the GSA to accept one of three alternative proposals "in the interest of a national aviation system which must depend more and more on good, safe general aviation fields..."

Briefly, the recommendations were: (1) to retain a portion (approximately one-half) of the field for establishment of a general aviation airport for Nassau County, making the other half available for expansion of educational and cultural facilities; (2) that an educational institution operate the field as part of an aerospace program with incidental use by the public on a limited basis, and (3) to require as a condition of transfer that the local receiving authority provide a substitute field for general aviation in an acceptable area. Administrator Halaby climaxed his recommendations with the following statement, "Believing as I do that the air age has just begun, that the usefulness of the airplane has barely been tapped, and being responsible to the President for stimulating the vigor and endurance of American aviation, I urge you, again, to accept one of these suggestions in the order of preference I have indicated."

On March 13, 1962, after due consideration, GSA Administrator Boutin stated that the future of Mitchel Field did not provide for further airport use of any part of the deactivated military base. Mr. Boutin stated that approximately 750 of Mitchel's 1,100 acres are surplus to Federal requirements and would be made available for educational, civic center, industrial, commercial, business and residential purposes. Administrator Boutin stated that approximately 350 acres of the Mitchel complex would be retained in Federal ownership for offices and related accommodations for Federal activities now situated elsewhere and include military use of the permanent housing.

The Cover

A photo montage of Eastern Region's maintenance personnel taken by Regional Visual Presentation Unit Chief, J. Gyimoty and Staff Photographer, Tony Figurella. Area covered included upper New York State and New England.

REGIONAL REPRESENTATIVES TOUR ARMY INSTALLATIONS.....

Four Eastern Region representatives together with reps from the Central Region, made an offical four-day tour of the Infantry Center, Fort Benning, Georgia, and the Army Aviation Center at Fort Rucker, Alabama. While at Fort Benning, the group observed basic airborne training and witnessed an Airborne Class making a qualifying parachute jump prior to graduation. The group also received an orientation on the Weapons of the Army Battle Group which included static displays and live firings of the SS-10, wire guided anti-tank missile, and the Davy Crockett missiles which provides the Battle Group with a nuclear capability.

The orientation visit to Fort Rucker, Ala. included briefing on the organization and mission of Army Aviation, helicopter instrument flying, and the functions of the U. S. Army Aviation Board, including future developments.

The group was treated to an aerial tour of the Aviation Center in the Army's HU-1A turbine-powered helicopter. A highlight of the visit was the demonstration and display of the family of Army aircraft, both rotary wing and fixed wing. Visiting FAA Officials were Richard Freeland and Natale Geraci from Flight Standards, and Ray Stone and Morris Rosen from Air Traffic Division. Arrangements for the tour were made by Major Robert D. Hyman, the Army Airspace Representative, who accompanied the group.

REGION ESTABLISHES IMPREST FUND CASHIER WITHIN THE ACCOUNTING BRANCH.....

The Accounting Branch, (EA-80) has implemented a system providing for the payment of all types of travel expense vouchers and requests for travel advances, where the net amount to be paid does not exceed $50.00

Designated Imprest Fund Cashiers are Roscoe W. Anderson and Jack Cohen, located in Room 29 of the Voucher Examination Section of the Accounting Branch.

The plan provides that vouchers which have been administratively approved and presented to the Cashier not later than 9:30 a.m., will be paid over-the-counter in cash at 4:00 p.m. of the same day. This procedure permits immediate reimbursement and may minimize the need for securing emergency travel advance funds. Travel vouchers or requests for advances in excess of $50.00 will be processed in the normal manner with a check drawn to the payee.

This over-the-counter disbursement for travel expenses is limited to Headquarters personnel and Eastern Region field employees who may be temporarily stationed or in the vicinity of the Regional Headquarters.

.HAPPY RECIPIENTS OF FIRST CHECK.

Left to right: Msrrs. Lord, Aliffi, Bakke, Anderson and Hendershot

FACILITY CHIEFS' CONFERENCE IN CITY OF BROTHERLY LOVE.....

The fifth annual Air Traffic Division Facility Chiefs' Conference will be held this year in Philadelphia, Pa., at The Benjamin Franklin Hotel, May 15-17, 1962 inclusive.

Mr. Joseph J. Regan, Chief, Air Traffic Division and 144-Facility Chiefs, Resident Air Traffic Specialists, and Air Traffic Area Supervisors will be in attendance. Approximately 20 Eastern Region Air Traffic Division Specialists will also participate.

The Chairman will be George Freitag, Chief of the Operations Branch, assisted by the Conference Managers, Walter D. Kies and George Hessler.

Invitations have been extended to all Eastern Region Divisions, Director of Air Traffic Service, Canadian Department of Transport, and other Regional Air Traffic Divisions.

The highlight of this year's Conference will be a special management program conducted by Mr. Ellis A. Woody, PT-37, and Professor Roy Easton of George Washington University. The theme of this presentation will be "Communications in Management".

Industrial exhibitors have been invited to display air traffic exhibits in the hotel lobby. To date, Remington Rand and General Precision Laboratories have indicated their desire to participate. The "Airports Terminal Aids Display" constructed by Facilities' Mr. Richard Battle will also be demonstrated.

The tentative Conference Schedule is as follows:

Monday - May 14, 1962 - Registration - 4-5 P.M.

Tuesday - May 15,1962 - 8:30 A.M. Opening address; Assistant Administrator or Deputy Assistant Administrator; Key management presentations;

1 P.M. to 5 P.M. User presentations ATA, AOC, ALPA, USAF, USN etc.

Wednesday - May 16, 1962 -

8:30 A.M. Special Management Presentation

1:00 P.M. Divided Operational Sessions P&T Address

7:30 P.M. - Banquet: Guest Speaker

Thursday - May 17, 1962 - 8:30 A.M. Operations Evaluation Branch, Airspace Utilization Branch

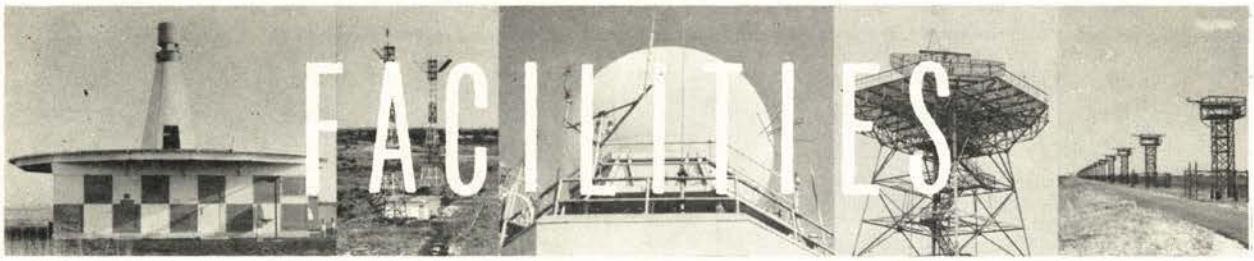
1:00 P.M. Regulations and Procedures Branch, Program Planning Branch, Closing Address

ROUND TABLE DISCUSSION-CHIEF REGAN, CHAIRMAN FREITAG, & CONFERENCE MGRS.

MSSRS. KIES, REGAN, FREITAG AND HESSLER

WASHINGTON CENTER'S LONGEVITY CHAMPS

Twelve Washington Center Personnel recently qualified for Service Pins totalling 235 years of Federal Service. Chief Controller, Chester C. Watson distributed the distinctive lapel decorations at the Center's All Personnel Meeting last month. Twenty-Five Year Pins went to Watch Supervisor Neal C. Morrow and Coordinator, Samuel F. Bucks; Twenty-Year Pins to Facility Office Stewart A. Dawson; Watch Supervisor, Charles E. Hedrick; Crew Supervisor, Philip J. Ceconi and Coordinators, George M. Bartlett, Richard A. Klein, Donald March and Bertin J. Toulotte. Awarded Fifteen Year Pins were Crew Supervisor, George W. Ricker and Coordinators George R. Partington and Robert D. Payne.



AVIATION FACILITIES DIVISION-Its Functions and Scope of Activity

Aviation Facilities Division of the Eastern Region has one primary objective; this is to insure that all the information necessary for the safe navigation and management of flight is made available to the flying public.

To do this, the Division plans and accomplishes design engineering, directs and controls construction, performs standardized equipment installation, and provides maintenance for the thousands of electronic, mechanical, and other ground equipments used to implement the Regional system of air navigation aids and the complex of communication, radar, and other electronic tools essential to the operation of air traffic control. These aids to air navigation, communication and radar facilities, and the data processing equipment all contribute in one way or another to placement of intelligence in the cockpit to assure that pilots have information essential to flight available to them at all times.

The accomplishment of this objective requires a wide variety of activity and of professional and technical skills. The establishment program involves the planning, the siting, the construction, and the installation of equipment in new facilities, and entails the modification, improvement, and upgrading of established facilities. Field engineers survey and test sites. Office engineers design facilities, prepare plans and specifications on which construction contracts are based, and which guide field installation technicians and engineers.

As each individual facility is completed it is tuned, adjusted, and aligned, utilizing the in-flight information on facility characteristics provided by the flight inspection aircraft of the Flight Inspection Division.

The supply-support essential to both the establishment and maintenance of facilities is provided by an organization of some 125 materiel, procurement, and property management specialists.

The Aviation Facilities office and field personnel assure that the right repair part and the proper tool are on hand for the accomplishment of any of the functions outlined above.

After a flight check, it is put into commissioned service and is then available for general public use. The Regional Facilities Maintenance organization, with more than two thousand assigned engineers and technicians, spend their working hours and many extra overtime hours, assuring continued reliable performance of the facilities.

.....

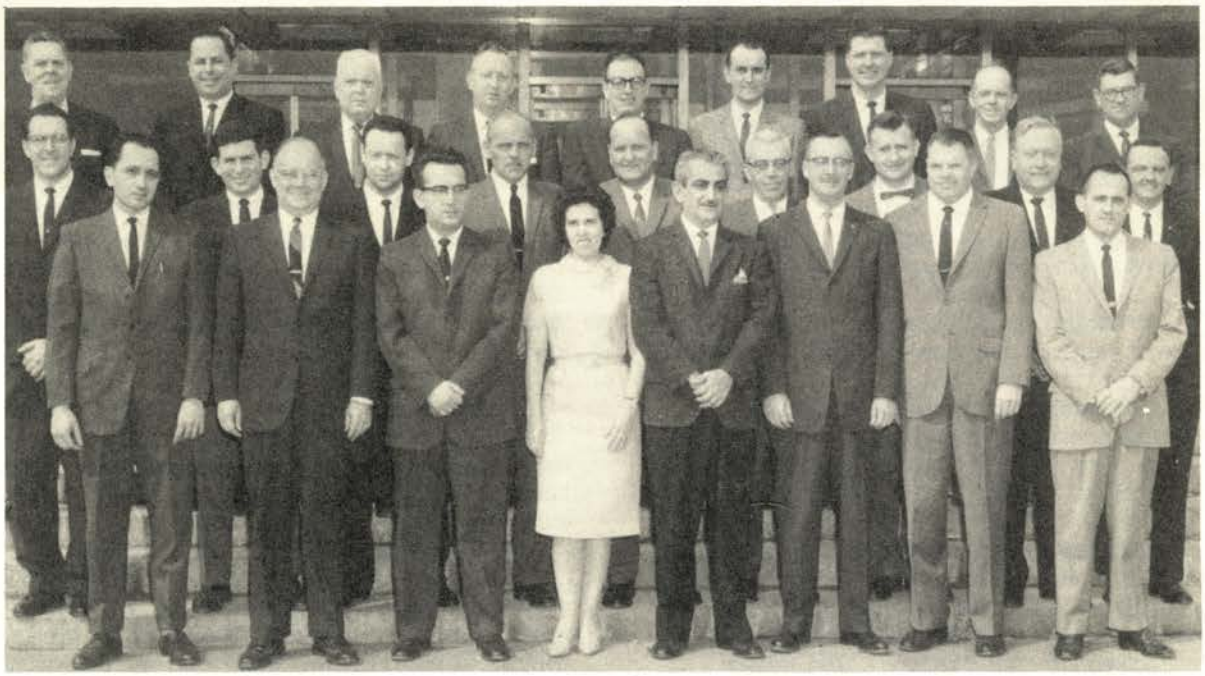
AVIATION FACILITIES DIVISION NEWS

Vincent Galotti of the Frequency Management Office, Technical Staff was tendered a "bon voyage" dinner by his friends and associates on February 21, at the Horizon Room of the United Air Lines, Idlewild Airport. Vince is assigned to the Technical Mission at Karachi for a two year tour of duty. He left for Ankara, Turkey

John J. Krieg finished up his tour with the FAA by retiring from government service after twenty-two years, most of which were spent with the old CAA when it was just an infant.

A dinner was held for John on February 8, at the Continental Hotel, where he was presented with some excellent gifts from his fellow workers as a token of the esteem in which he was held. Among the notables attending the affair were Messrs. Brown, Battle, Fisher, Magin and Pfeiffer.

GRADUATES OF MANAGEMENT FOR SUPERVISORS' COURSE



FRONT ROW (left to right) Gerald Shipman, John Slover, Monte Davisnn, Ann Lombardo, Louis Harmantas, Sidney Dodoff, Earl Blanchard, and Rolla Vice.

Second Row; Fred Gallo, Harold Smetana, Sidney Wunsch, John Snyder, Paul Hoskinson, Charles Carnes, Rudolph Chrobak, Leonard Olson and Thomas Donnelly.

Rear: William Woolf, Norman Kusnetz, William Wagner, Brooke Ettinger, Thomas Goetz, Marvin Bortz, William Fath, Clyde Brown and Melville Sherman.

EASTERN REGION AREA COORDINATOR'S CONFERENCE FEATURES ADDRESS BY OSCAR BAKKE

Pictured below are Eastern Region Area Coordinators and members of Oscar Bakke's Administrative Staff. The occasion was a meeting of Area Coordinators at Eastern Region's Headquarters.

PROOF POSITIVE-CONTROLLERS CRAZY_____

Pete Jennings, a controller in the Boston Center, was instrumental in preventing a holdup of a local supermarket. On February 23, 1962, Pete entered a local supermarket early in the morning and was immediately confronted by a man with a gun and instructed to sit down with a group of people in a corner of the store. The bandit had already fired one shot into a wall and threatened Pete that he would not hesitate to be more accurate with his next shot should there be any noise from him. Pete waited for his chance, and it came shortly after he had sat down. The gunman was in a position from which he could not see Pete. When Pete was sure of this, he quietly crawled up a small flight of stairs leading to the store's office. He then barricaded himself behind a desk, and in whispers, called the police. Knowing that if the bandit missed him, he would come looking for him, Pete slid down the stairs to his original position and waited. Shortly thereafter, a squad of policemen arrived at the scene and easily disarmed the man.

For the record, Pete is 5' 1", weighs 135 lbs, but he more than makes up for slight stature by courage and ability to think and act promptly.

WEST VIRGINIA ATC ALSO ACTS_____

In addition to his duties as Chief Controller of the Charleston, West Virginia, Airport Traffic Control Tower, William G. Butler finds time to be an active member of The Kanawha Players, West Virginia's Official State Theater.

The Players' most recent production, "Abe Lincoln In Illinois", opened February 16, 1962, and ran for six days. Attendance at this Robert E. Sherwood play was approximately 3700.

Bill Butler, who had previously worked backstage with The Players, portrayed a politician who probably was largely responsible for Lincoln becoming president.

THERE'S NO HOME FOR SPACE-THING OF PAST

Ironically, the Airspace Branch has had its own troubles locating inner space here in Regional Headquarters. Finally, after much wandering, the members of the Airspace Utilization Branch completed their final orbit and are deposited comfortably in their new quarters. They extend their sincere appreciation to all the other Branches who so kindly accommodated their personnel while they were separated.

Accolades are extended to Al Le Roy of Albany Tower and Joe Anderson of Louisville Tower who have been on detail to the Branch.

Mike Rosen is starting his sixth week as a distinguished member of the jury. Mrs. Ann Trombley and Lee Grosh joined their ranks and we extend a most hearty welcome. It will be wedding bells for Angela Mascola in June. Angela is the vivacious secretary of the Terminal Section.

TWO MEMBERS OF AIRSPACE BRANCH DAN VIAFORE AND ED CULLEN MAP OUT AIRSPACE NEEDS.

NEW YORK FLIGHT SERVICE STATION..

Sam Rosen of the New York International Flight Service Station recently won a trophy in the Long Island Industrial Chess League.

Sam, a member of the Nassau Chess Club, won the "Sixth Board honors". He competed against clubs representing the Sperry Corp., Republic Aviation, South Shore Chess Club, and the Oyster Bay Chess Club.

Sometimes for an editor--the dull monotony of the printed word is relieved somewhat by the appearance of lovely ladies...Shown above are five lovely specimens doing just that!

Having answered the call to duty they are patiently awaiting the arrival of 'Thrust' photographer, 'Tony' 'Fig'. Left to right are: Johanna Bonomo, Mary Ann Fazio, Julia Anne Crowley, Marilyn Grispin and Carol Kreuzburg.

In a graphic example of 'man bites dog', Tony Figurella finds himself the subject for an interesting'pix'. Tony, who is equally at home snapping photo's of dignitaries, picturesque views and cheese-cake, was caught in action as the photo' to the right attests.

Producing a highly successful cheese-cake 'pix' is not unlike the preparation necessary for a satisfactory cake of the eatable variety. Most important are the ingredients--In the case of the finished product (shown left) we blended five spicy-sweet cheese-tid-bits, with a liberal portion of early spring sky, the results: "Sweet enough to eat". In the foreground Johanna and Marilyn, in the background Mary Ann, -- Julia Anne and Carol.

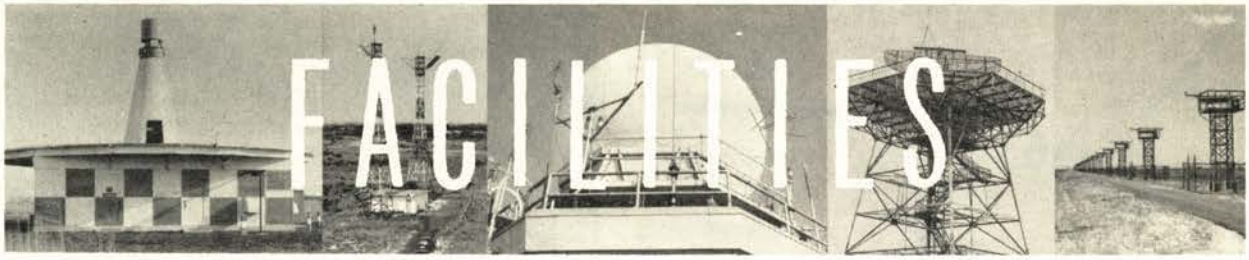
'THRUST' IN THE MAKING

The single most important task in obtaining an attractive issue is in the make-up of the job. The success or failure of this operation falls on the shoulders of Illustrator, Mike Bellezza. Mike, pipe in mouth, is pictured above being ably assisted by Joe Murphy.

The Chinese contended centuries ago that one picture speaks a thousand words. One can readily see by the 'pix' (left) that associate editor, Jim Ean, indeed has a rough assignment...'Tho' surrounded by work, he bravely continues to hide his malcontentment behind a smile. Some guys have it tough!!

The final step is in the printing of "Thrust." As many as 7,000 copies have been processed by the regional print shop. Two of the lads who perform the herculean task are Andrew Masino (left) and Morgan Schoonmaker.

Any given issue of "Thrust" merely mirrors the type and amount of copy submitted by readers. So send items and pictures and we shall endeavor to use as much as practicable.



FIRST SELECTION MADE FOR SECTOR MATERIEL SPECIALIST POSITIONS....

A new concept of the Materiel role in the Sector was implemented when a selection was made to fill the first of 47 Materiel Specialist Sector positions throughout Eastern Region. Coincidently, the first Materiel Specialist selected is "Zeke" Lopez of the Materiel Branch, who was chosen for the position at SMS #35, La Guardia. The positions at other locations will be filled as qualified applicants are obtained. Because materiel functions are integral to the accomplishment of numerous Sector responsibilities, and to assure that materiel responsibilities are adequately discharged, plans are underway to provide indoctrination and training for materiel specialists at the regional level.

The Materiel Specialists will be responsible for carrying out multiple materiel functions such as support in the areas of requirements and distribution, procurement and purchasing, storekeeping and storage, property and stock control, supply cataloging, and surplus property disposal.

The photo (below) shows "Zeke" being congratulated by appropriate officials as the first Sector Materiel Specialist to be selected. L to R.- Mr. R.M. Brown, Chief, Aviation Facilities Division, Mr. T. F. Lynch, Chief, Materiel Branch,"Zeke" Lopez, and Mr. E. L. Gayle, Chief, Systems Maintenance Branch.

CERTIFICATION PROGRAM FOR MAINTENANCE TECHNICIANS ANNOUNCED BY AVIATION FACILITIES DIVISION

A certification program for Electronic Technicians in the Systems Maintenance Branch of the Aviation Facilities Division has been announced and is currently being introduced into the Maintenance Field Offices. A written certificate will be awarded each Systems Maintenance Technician upon demonstration of qualification. This certificate will reflect the high level of education and experience he has attained. The education and experience required is made available to the technician through many months of "on-the-job training" and through participating in the intensive resident courses at our Oklahoma 'ity Academy.

The technician through this certificating program will receive recognition for the technical competence and responsibility required of him by both the Agency and the Aviation Industry for maintaining the variety of complex electronic systems utilized in our present airway system.

At the current time, the VHF omnirange facility certification program is being administered and progress is being made toward certificating the first 107 technicians who are completing this program.

.....IRON MEN.....

The Aviation Facilities Division salutes its 48 "Hale and Hearty" employees who, as of January 7, 1962, have accumulated over 1500 hours of sick leave. The Division's champion is Albert Berry of the Systems Maintenance Branch, whose accumulated sick leave balance is 1750 hours. Robert M. Brown, Division Chief, sent letters of appreciation to each of the employees, expressing his gratitude for their loyalty and devotion to duty as exemplified by this outstanding record of attendance.

FAA'S RED CROSS CAMPAIGN RESULTS.....

Eastern Region's American Red Cross Drive is now completed. Contributions totaling $1,355 were received during the campaign, sparked this year by Facilities' Chief Robert M. Brown.

Although 100% participation was not realized this year, the amount of contributions showed a definite upward trend on the part of Regional employees. Continuation of this trend in future campaigns will result in the desired goal of full participation.

The diligent efforts of Keymen and the resultant response by contributors in this year's Red Cross Campaign are to be highly commended.

REGION'S RED CROSS RECEIPTS PASS HANDS

LEFT TO RIGHT:
RED CROSS REPRESENTATIVES Jerome A. Carew And John Hopkins receive check from R. Brown

EASTERN REGION TO CONDUCT HELICOPTER IFR TESTS SOMETIME IN MAY

Eastern Region's Flight Standards Division will conduct an evaluation program to determine helicopter IFR capability in the New York area under the watchful eyes of Frank Olsen and Bill Frank. The program will utilize a "live" chopper and Eastern Region's DC-3. The aircraft will fly at altitudes of 500 feet within certain preselected five-mile radii of metropolitan airports.

FIRST 'FIRST AID' GRADUATES UNDER DIRECTION OF 'DOC' LES LORD.....

Nineteen selected Headquarters' employees completed an intensive First Aid Training Course on March 30. The course, given by "Doc" Les Lord, Accounting Branch Chief who developed the curriculum on his own time after hours and on weekends, was designed to teach First Aid applications in event of a national emergency, and administration of First Aid in emergencies arising at home, in the street, and in the office.

The training was given in coordination with the Regional Disaster Control Program supervised and directed by Mr. Vincent Guccione, Regional Emergency Readiness Officer.

Enough enthusiasm was injected into the practical "do-it-yourself" portion of the course to stimulate other Regional employees to attend. "Graduation" provides the Regional Headquarters with qualified "First Aiders" in the event of an emergency to supplement the capabilities of the Regional Flight Surgeon's Office.

Additional courses are planned in the near future. Firm dates will be made available to your Divisional Emergency Readiness Coordinators, at which time a class roster will be established.

Shown Standing - From L. to R.:
Margaret Johannesen, Helen Doreste, Iris Fleisher, Ernest Turner, Norman Tarr, Clarence Jenkins, (Patient on Stretcher) Martin Bevilacqua, Chris Christie, Irving Mankuta, Elizabeth Stier, Clance Jackson, Roy Purdy, Maryann Griebel and Rosalie Mangieri

Kneeling: L. to R.
Maxwell Boles, (Instructor) Lester Lord and James Hennessy

SYSTEMS MAINTENANCE BRANCH HOLDS QUARTERLY DISTRICT OFFICE CONFERENCE IN RICHMOND, VA.

Sixteen Eastern Region Systems Maintenance District Office Chiefs participated in a quarterly operations conference at Richmond, on March 13 and 14. Mr. Oscar Bakke, Assistant Administrator, discussed the Maintenance organization of the near future. The conferees were also addressed by Robert M. Brown, Chief, Aviation Facilities Division, who emphasized the important role played by the District Supervisor in management and supervision areas.

Thirty year service award pins were presented to Stephen Lucia, Chief, Systems Maintenance Sector, Roanoke, Va., and Fred Knotts, Chief, Systems Maintenance Sector, Elkins, W. Va. A twenty-five year award went to Mr. George Rowand, Chief, Systems Maintenance District Office, Richmond, and twenty-year awards were presented to Clare Myers, Chief, Systems Maintenance District Office, Syracuse, N. Y. and Fred Pullis, Chief, Systems Maintenance District Office, Bedford, Mass.

The remainder of the conference was devoted to a discussion of operational problems and plans including reorganization proposals, reduction of facility outages, improved manpower utilization, training programs, and specific field operational problems.

MR. BAKKE ADDRESSING THE QUARTERLY DISTRICT OFFICE CONFERENCE.....

A FOND FAREWELL TO A FAITHFUL FAA'er.....

Oscar Bakke bids 'Joe' Blanchette a fond farewell just prior to the official end of Joe's enviable career in FAA service. Pictured below left to right are: A.R. Aliffi, O. Bakke and Joe.

EASTERN REGION'S NEW FLIGHT STANDARDS CHIEF...

Chris B. Walk, Jr., new Chief of Eastern Region's Flight Standards Division was assigned to Eastern Region from Flight Standards Service in Washington where he served as Chief of the Aircraft Management Division. Chris served in the Air Force during World War II and was awarded the Legion of Merit. Following his Air Force service, he flew as copilot and captain for Delta Airlines, later becoming a member of the California-Eastern Aviation Training Division. Chris later became active in the primary contract school business as Director of Training Activities, and also served as Assistant General Manager. He is a graduate of Lebanon Valley College, Annuitle, Pa.

WASHINGTON CENTER.....

"Piccard Visions 6-Hour Sea Hop in Stratoplane," proclaimed a headlined in an old and yellowed newspaper discovered by Washington Center Coordinator Sam Bucks recently while he was cleaning out the attic of his family home. Datelined Washington, January 14, 1930, the story that followed covered a talk given before the National Geographic Society by Professor Auguste Piccard, 'explorer of the stratosphere'.

With an imaginery description of a flight across the Atlantic in a "stratoplane," the famed gondola pilot of the Thirties came up with some amazingly accurate predictions:

"Travelers not many years hence will cross the Atlantic with less risk than in crossing a large modern city in an automobile," stated Piccard, and with that he began ticking off the highlights of a trans-Atlantic flight to his audience:

"The take-off is unpleasant because of bad weather. A fierce wind is blowing against the plane, shaking it mercilessly and it is pouring rain."

The passengers are reassured by the "porter" that they will have a good crossing nontheless, for they will soon be above all this, and "in the stratosphere the weather is eternally fair. There is no snow, rain, fog nor frost not ice deposits on the plane.

"We fly at an average speed of 500 miles an hour, overtaking winds so that they have no hold on us, and thanks to our wireless set we cannot miss our destination, although the earth is not visible below.

"Fifty thousand feet below a trans-Atlantic steamer battles against a terrific gale. By radio its miserable passengers are notified that a stratoplane is passing overhead.

"'Next time I will travel by stratoplane,' affirms a man on board the helpless boat. 'Steamers for rapid traveling are things of the past'."

"And he will be right. The Stratosphere is the inevitable super highway for future intercontinental transport."

Washington Center Controllers bid farewell this month to Coordinator Frank Graves, who transfers to the Civil Aeronautics Board as an Air Traffic Control Specialist with that Agency. Also leaving the hallowed halls of old ZDC are Controllers Frank Boyer and Ed Chudzikiewicz, who are seeking warmer and drier climates. Frank goes to Phoenix Center, while Ed is resigning to look over the situation in Florida. Coming back to Washington Center after a five-year absence is Lloyd Anderson, who spent the intervening years in Civil Defense work.

ROY DURAND RETIRES.

Roy Durand, popular Washington Center Coordinator, recently ended over 34 years of Federal service. Almost half of these years were spent in Federal Aviation. Roy has been the recipient of numerous awards throughout this period -- Some include Outstanding certificates from the Governor of the State of Maryland, the Secretary of the Navy, and an outstanding award from the FAA in 1961.

Although besieged the past few years with a variety of illnesses that would fell a lesser man, Roy, succeeded in surpassing his previous excellent performance.

Roy served in the U.S. Navy before and during World War II. When Roy first reported to the Washington Center in 1945, he became an assistant-controller under Wayne Hendershot. They have become close friends since that first meeting, and it is only fitting that Wayne was the person shown (right) presenting Roy with his certificate of retirement signed by Najeeb E. Halaby. Roy and his charming wife Florence intend to spend his retirement in the warmer climes. Roy, who was instrumental in training the bulk of the Washington Center controllers in the past five years, should never want for friends. He has earned them by simply being himself.

Dr. William R. Albers...brings FAA'ers up to date on the happenings in the Aviation Medical Service Program since the last issue of THRUST.....

EASTERN REGION HOLDS MEDICAL SEMINARS FOR AVIATION MEDICAL EXAMINERS...

Since the All Designated Examiner Program went into effect in June 1960, the number of Designated Aviation Medical Examiners in the Eastern Region has increased to about 1200 physicians. The Civil Air Surgeon in December 1960 instituted an ambitious program of Seminars in Aviation Medicine. The purpose of these Seminars is to acquaint our newly designated Examiners with Aviation Medical Service policies and practice, and to present a compact course in the basic fundamentals of aviation physiology and aviation medicine.

Since December 1960, Seminars have been conducted throughout the continental United States and Alaska. The Eastern Region conducted 8 Seminars since March 1961. Each Seminar runs for three days and is conducted at, and in conjunction with, medical schools, universities, or outstanding medical clinics. Lecturers are selected from the medical school's staff and are usually professors who are world-renowned authorities in their respective fields.

The Regional Flight Surgeon is charged with the primary responsibility of planning the Seminar, selecting the topics to be covered, outlining the way each lecture is to be presented and conducting the actual Seminar. He is assisted by Aviation Medicine personnel from Washington and by the FAA's Training Division. Usually the Regional Flight Surgeon is called upon to give one or two lectures pertaining to the application of FAA physical standards, human factors in aircraft accident investigations, etc. The FAA-sponsored Seminars are on the postgraduate level and are fast-moving sessions. Each of the three days is jam-packed with lectures, and, is in fact, a rather stiff, challenging course for the Aviation Medical Examiner.

A typical Seminar would follow the pattern of the Seminar presented at the Harvard Medical School in March, 1962. Lectures were given in Flight Physiology; Hypoxia; the Use of Drugs and their Implications for Flying Personnel; Clinical Examination of the Chest and Lungs; a panel presentation on Internal Medicine Covering Diabetes, Peptic Ulcer and Coronary Artery Disease; a Review of Some Experimental Studies in Syncope; the Implications of Minor Electrocardiographic Abnormalities; Cardiology, Applications in Aviation Medicine; the Multiple Etiology of Obesity; a Flight Surgeon's Approach to Obesity Control; Psychiatric Problems in Flying Personnel, presented by a panel of four top-notch psychiatrists; Neurology; Application of Standards for Physical Examination of Airmen; Medical Aspects of Aircraft Accident Investigation, presented by a panel; the Problems of Aging in Pilots; Problems in Air Traffic Control; Otorhinolaryngology; Applications in Aviation Medicine; the Ophthalmological Examination, and a lecture followed by clinical demonstration.

The Seminars usually include a field trip to a nearby FAA air traffic control center or facility. The average attendance runs from 80 to 100 Examiners; approximately 50% of whom are pilots; some have up to 6,000 hours of flight time. Approximately 50% are former Air Force or Navy Flight Surgeons. Our Designated Examiners represent a tremendous force that can be utilized in the education of the pilot, and the community, and provide the FAA a medium for the development of understanding and good will.

FAA's ECONOMY CAMPAIGN CONTEST .....

'BONUS MONEY'.!.!.!.!.!.!.!.!.!.!.!.!.!.

Just a few days ago, Mr. Halaby formally announced a comprehensive campaign for economy in FAA. Mr. Halaby requested all employees to support him by participating in the most concentrated effort any federal agency has ever mounted to achieve the most economical and efficient operations. The Economy Campaign will be conducted through the Incentive Awards Program to facilitate proper recognition and cash rewards for those employees making outstanding contributions.

A special issue of FLY-BY, released to all employees, announced the details of the Economy Campaign, together with an official Suggestion Form No. FAA-2333 (6-59).

Careful consideration should be given to specific tasks, the Agency's mission, material or equipment, and/or organizational structure prior to submission of a suggestion. Each suggestion must be submitted on the official Suggestion Form and forwarded directly to the Incentive Awards Officer, EA-153, Personnel and Training Division. Submissions must be received by the Incentive Awards Officer by May 31,1962 to be eligible for prize money in this campaign.

Upon receipt by EA-153, suggestions will be immediately time and date-stamped. On submissions determined to be essentially duplicate, consideration will be given to the one bearing the earliest time and date stamp. Each Division Chief has designated an Economy Campaign Coordinator to expedite the evaluation of suggestions. No suggestion will be retained by an evaluating office for more than two weeks.

Now here is where the big "Bonus-Money" enters the picture! If your suggestion is adopted and you are awarded a cash award of One Hundred dollars or higher by the Regional Incentive Awards Committee, your suggestion will be immediately forwarded to the Economy Campaign Board in Washington for consideration for the big Bonus-Money. First place - $1,000.00; second place - $500.00; third place $250.00, and ten Honorable Mentions of $50.00. Names of the winners will be announced in August.

Mr. Halaby will present the top three winners with the Bonus-Money and appropriate plaques at an Awards Ceremony in Washington in September. The top three winners will be provided transportation to the ceremony at the Agency's expense. Honorable Mention winners may be present at their own expense, or the checks and certificates will be mailed to them promptly.

We are looking for "quality" ideas. Give the Agency the benefit of your ideas on improving economy and efficiency. In turn, you may not only receive the cash award granted to you by the Incentive Awards Committee, but you may also receive one of the cash Bonus awards and be provided transportation to the ceremony at the Agency's expense. Good Luck !

'JOHNNY' JOHNSON RETIRES.....

After 39½ years of Government service Ernest A. (Johnny) Johnson, decided to call it a day and retired on his 62nd birthday - January 19th. Johnny worked in the Engineering and Manufacturing District Office at Bethpage. He started with Uncle Sam's Air Mail Service as a mechanic's helper back in January 1921 and, except for one break of six months in 1928, has been with the FAA and its predecessors ever since.

Johnny was born in Boston, Mass., and served in the Tank Corps in World War I. Johnny's outside interests include his membership in the Manhasset Camera Club and in the Air Mail Pioneers.

In May 1937 Johnny became an Aeronautical Factory Inspector in the Field Service of the Bureau of Air Commerce. He served for a period of years as an Associate Aircraft Inspector under the Civil Aeronautics Authority, progressing from that assignment to his last position that of Supervising Manufacturing Inspector of the Bethpage Office under the Civil Aeronautics Administration and then the Federal Aviation Agency.

A list of the people Johnny has known and worked with over the years would read like a "Who's Who in Aviation." February 11, 1962 would have marked Johnny's 33 years in FAA and its predecessors -- making him one of the Eastern Region's oldest in years of service.

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Sea Scene

The fad today for the young and brave,
Is diving with aqua-lung into a wave.
With fins they swim all around and explore,
The fish and plants on the ocean floor.

Its an exciting place, with wonders anew,
Though of dangers there are more than few.
So if life's dull, or just for a lark,
Go under the waves and shake fins with a shark.
(Lucy Schipani)

FLIGHT STANDARDS.....

Carole Raymond of Flight Test Section was married to Eddie Becan on February 3rd. They honeymooned in Florida and Nassau. Long life and happiness are wished to them.

Chuck Trengove joined our Flight Test Section; Chris Christie joined Airframe & Equipment; Al Weiss succeeded Frank Bellucci as Sam Whitehead's Assistant in Manufacturing Inspection Section. We welcome them all.

Our travelers have been on the move -- Ruth Grady spent Christmas in Rome, toured through Italy, the Riviera, visited Lourdes and wound up in Paris for New Years; Bill Oleksak toured our fair city of New York for a few days and then went home to Michigan; Bill Garlock also spent some time in the City, skied at various locations and went home to Albany; Bob Berman visited Puerto Rico and the Virgin Islands and sported a healthy tan much to the envy of the stay-at-homers.

OUR NEW MEDICAL ADMINISTRATIVE OFFICER.....

Mr. John Picchiarollo, New Medical Administrative Officer

Transferred from the Veteran's Administration to the Federal Aviation Agency, February 25, 1962 as Medical Administrative Officer, Aviation Medical Division. Entered Government Service - August 1938.

John has over 20 years' experience in Hospital Administration with the V.A. John is responsible for the direction, administering and coordination of Medical Administrative Functions for the Medical Service. John's wife Ann, and his two daughters, Linda, 21, and JoAnn, 15 live in Woodhaven, Long Island. Besides being an ardent sports fan, John has hobbies -- amateur electronics, repairing radios, televisions and recorders.

CIVIL SERVICE BRIEFS...

NEW CSC EMPLOYMENT POLICY REGULATIONS.....

Civil Service Commission has distributed regulations providing for more uniform handling of Federal employee appeals from adverse personnel actions, as required by President Kennedy in Executive Order 10987. Agencies must have their appeals systems ready to apply to actions started on or after July 1.

The new regulations are designed (1) to provide employees throughout the Federal service with certain basic rights for a management review and reconsideration of adverse decisions taken at a lower level and (2) to encourage settlement of disputes within the agencies and as near to the level of disagreement as possible. They give employees with permanent tenure in the competitive service the right to an appeal within their agencies from discharge, suspension for more than 30 days, furlough without pay, and reduction in rank or compensation.

CSC Chairman John W. Macy, Jr., said that specific regulations equalizing appeal rights to the CSC between non-veterans and veterans will be issued shortly.

"In my judgment, the regulations for internal agency appeals strike a proper balance between the views of employee and management representatives," Mr. Macy said.

Key provisions of the new regulations include the following:

Agencies must give employees and representatives of employee organizations an opportunity to comment on their systems and proposed future changes in them.

The agency appeals systems must be published and made available to employees and their representatives.

The employee must be notified of his right to appeal and may appeal at any time after an adverse action, but not later than 10 days after the effective date of the action.

The employee is given one opportunity for a hearing, which may precede the original adverse decision or the decision on appeal. Opportunity for a hearing may be denied only (a) if an agency finds a hearing impracticable because of unusual location or other extraordinary circumstances, or (b) if the employee failed to request a hearing when offered preceding the original decision.

If the employee appeals under the agency appeals system, he may not appeal to CSC until he receives the initial decision on his agency appeal (and then he has 10 days to appeal to CSC), unless the agency has not completed action on his appeal within 60 days, at which time he may terminate his appeal to the agency and take his appeal to CSC.

CSC will review the agency appeals system, inspect operations of the system, and, when necessary, require conformity with the Executive Order and Commission regulations.

Mr. Wayne Hendershot, Deputy Assistant Administrator, is both the Compliance and Inspection Officer and the Assistant Employment Policy Officer for Eastern Region.

FAA's TOASTMASTERS.!.!.!.!.!.!.!.

The Speakers' Gavel rose and fell many times during March and April. Tom Varese (A.F.D.) addressed IRE at Poughkeepsie and represented FAA locally. Facilities' Chief, Bob Brown, attended a Press Conference at Oberlin ARTCC: AMD's Bill Albers conducted a Medical Seminar at Georgetown University; Aviation Operations Inspector, Harold Kennedy, addressed the Whitman Kiwanis Club; Idlewild's Training Officer, Mike Mitsakos, spoke before the Radio Receptor Management Club at Jericho and Assistant Administrator, Oscar Bakke, addressed the Harvard Medical Seminar, Princeton University, the 99'ers, and the Northeast Chapter of AAAE.

Newark Tower Training Supervisor, Walter E. Cummings (right) discusses air traffic control with visiting Hungarian Radio Reporter Mr. Laszlo Dosa.

Joseph Regan, Air Traffic Division Chief, discusses Idlewild Control Tower communications with newsmen following Mr. Halaby's presentation at FAA Press Conference on March 1. Don Willis, Air Traffic Control Specialist (left) assists.

Administrator, Najeeb E. Halaby, discusses accident at Jamaica, N.Y., during Press Conference held at Eastern Region Headquarters on March 1. Mr. Halaby (second from right) is flanked by Alan S. Boyd, Chairman, CAB (third from right) and G. Joseph Minetti, CAB (first on right).

Oscar Bakke, Assistant Administrator, Eastern Region, discusses FAA's Noise Abatement Evaluation Program during flight of FAA's own 4-engine jet at Idlewild. Left to right - Gabe Pressman, NBC, Stanley W. Bobskill, Special Assistant for Community Relations, Congressman Joseph P. Addabbo and Oscar Bakke.

Plane talk -- on an international level is discussed by Inspecteur General, French Civil Aviation, Maurice Bellonte during a recent visit to FAA's Eastern Region Headquarters at Jamaica, N.Y. Left to right - Oscar Bakke, Maurice Bellonte, T. C. Uebel, International Liaison Officer and Administrator Najeeb E. Halaby.

NEW DEPUTY ADMINISTRATOR FOR FAA

Lt. Gen. Harold W. Grant, former Commander, Air Force Communications Service, has assumed duties as Deputy Administrator of the FAA. He was appointed to the post by President Kennedy in February.

"The Agency is extremely fortunate in having the services of General Grant," Administrator Halaby said. "He is an outstanding administrator and a leader in technical areas critical to the job ahead of building a national aviation system."

The General will remain on active duty, as outlined in the Federal Aviation Act. The Act stipulates that if either the Administrator or the Deputy is a military man, the other must be a civilian, but does not require inactive or retired status.

Born October 16, 1906, in Louisville, Ky., General Grant received his Bachelor of Science degree from Northwestern University, Evanston, Ill. He then became an aviation cadet and won his wings and a commission in the Army Air Corps in 1929. By October 1930, he was embarked on technical specialization which eventually made him Commander of the Air Force Communications Service.

During World War II, General Grant was appointed U. S. Air Signal Planner for Combined Operations in the European Theater and later became Deputy Signal Officer-in-Chief of the Southeast Asia Command in India. In the Korean conflict he was first Vice Commander of the Japan Air Defense and later the Fifth Air Force. General Grant was then transferred to Formosa, where he became Deputy Commander of the U. S. Taiwan Defense Command. Early in 1957 he returned to the U. S. and became Deputy for Operations of the Air Defense Command. In mid 1958 he moved to Washington to become Director of Communications and Electronics, Deputy Chief of Staff/Operations, USAF Headquarters. He became Commander, Air Force Communications Service last July.

General Grant is rated a command pilot and combat observer.

WE POINT WITH

PRIDE

CONRAD WILKINS
Toledo, CS/T

One morning recently a pilot of a Piper Tri-Pacer aircraft departed the Cuyahoga County Airport just outside of Cleveland, Ohio for a routine flight to Indianapolis, Indiana. No flight plan was filed. He climbed through breaks in the overcast to blue sky, planning to descend through similar breaks in the vicinity of Findlay, Ohio. He then planned to fly the remainder of his trip beneath the clouds.

Making a routine position report in the vicinity of Mansfield, Ohio, he was advised by specialists of the Mansfield, Combined Station/Tower that there were no breaks in the overcast along his route through which he could descend. The pilot was not qualified to descend through the clouds. The nearest point where the cloud conditions were such that a visual descent could be made was Memphis, Tennessee. This was well beyond his fuel range.

Mansfield Combined Station/Tower suggested that the Toledo Tower, with their newly commissioned radar, may be able to assist him on his descent as the weather there was the best in the entire area and the length of time he would be in the clouds would be minimized.

The pilot contacted the Toledo Tower and, Specialist Conrad Wilkins, the Watch Supervisor replied. The pilot advised Specialist Wilkins of his limited knowledge of instrument flying, and the conditions under which he presently found himself. Another study of the weather reports indicated no breaks in the clouds within a 200 mile radius.

After proper coordination with specialists in the Cleveland Air Route Traffic Control Center, Specialist Wilkins asked the pilot if he would prefer to make a descent on his own or follow another aircraft. The pilot elected to make the descent on his own rather than risk the chance of losing the aircraft leading him to the airport.

The pilot was then vectored to Bowling Green, Ohio, an area free of major obstructions; advised to turn to a Northwest heading and start his descent. The plane entered the overcast at 4,000 feet, a turn was noted by Specialist Wilkins and the pilot was advised. The pilot stated that he was having difficulty holding his heading. Continued radio and radar contact was afforded the pilot and as the plane broke out of the overcast, the pilot was provided headings to Runway 34 at the Toledo Airport.

The radar at Toledo Tower was commissioned on September 8, 1961. One save such as this makes the installation well worth the expenditure of time, and public funds required to implement a program of this type. We point with pride to Specialist Wilkins for a job well done.